

FIG.1

ANGLE  $q_1$  FORMED BY DIRECTION OF RESULTANT FORCE AND DIRECTION OF TIRE FORCE

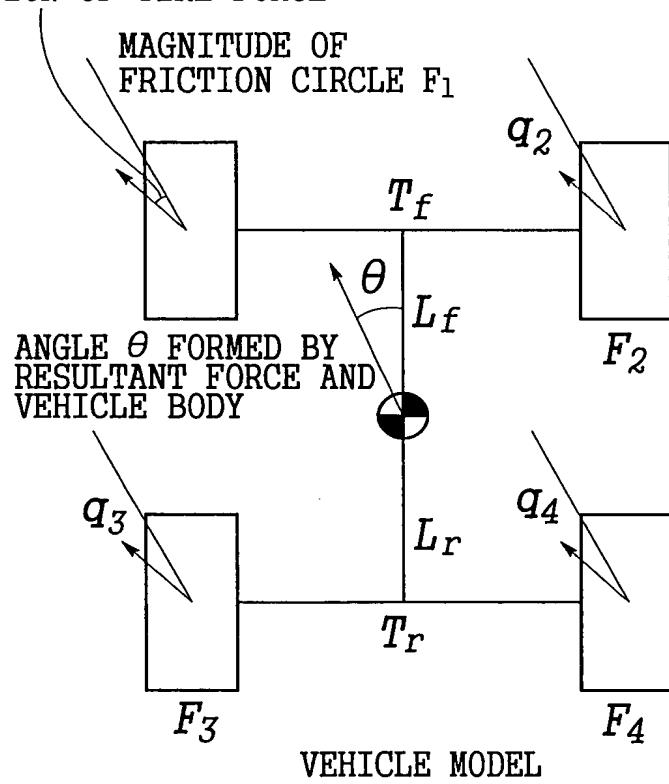
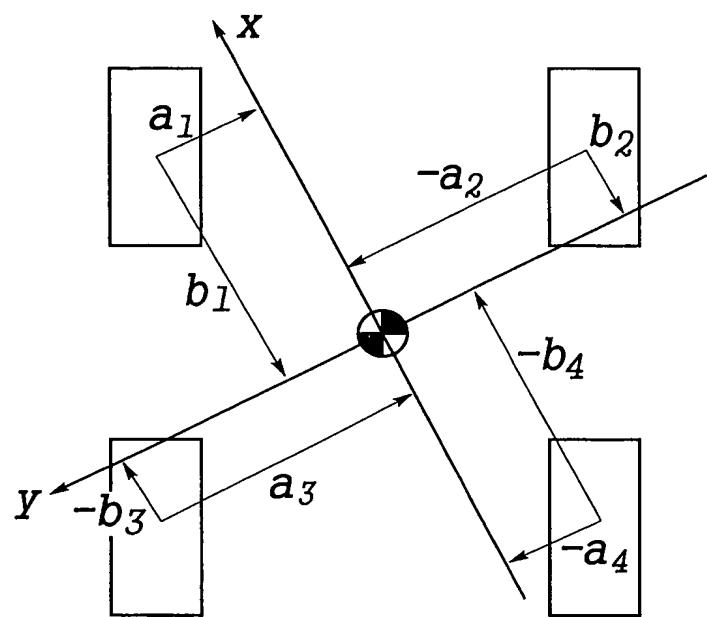


FIG.2



COORDINATE SYSTEM CORRESPONDING  
TO RESULTANT FORCE

FIG.3

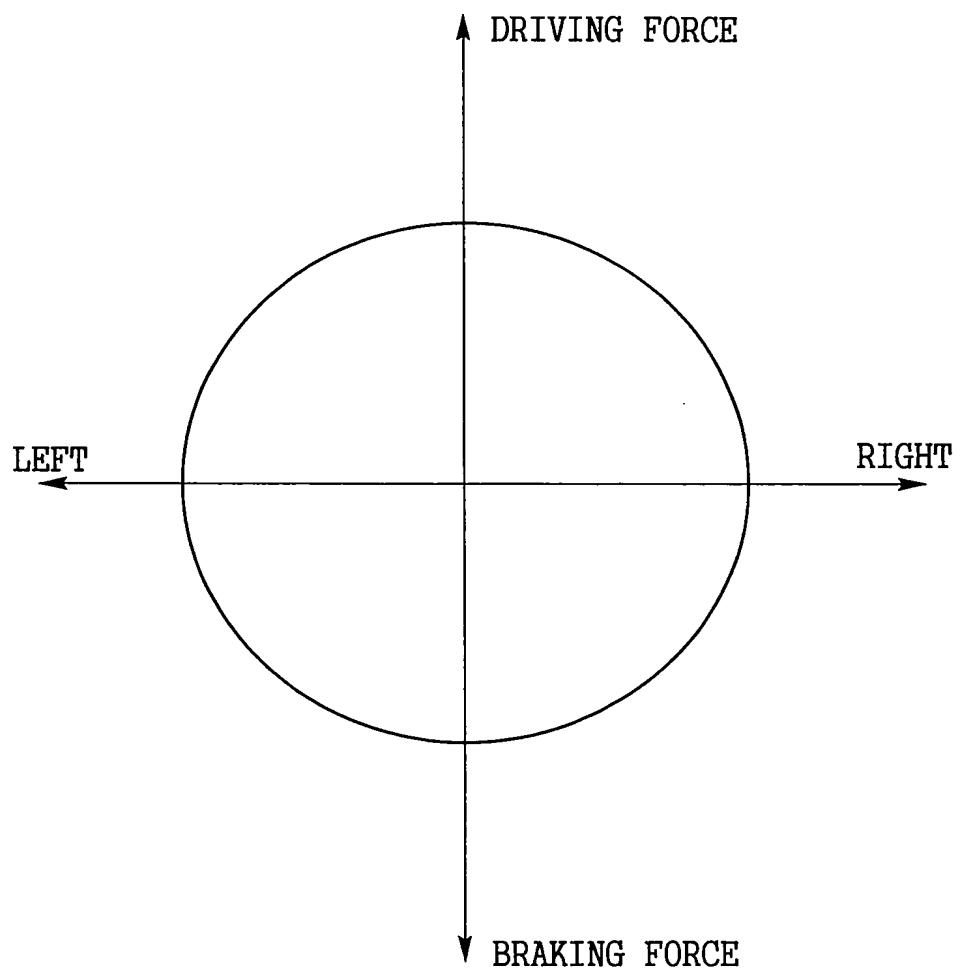


FIG. 4

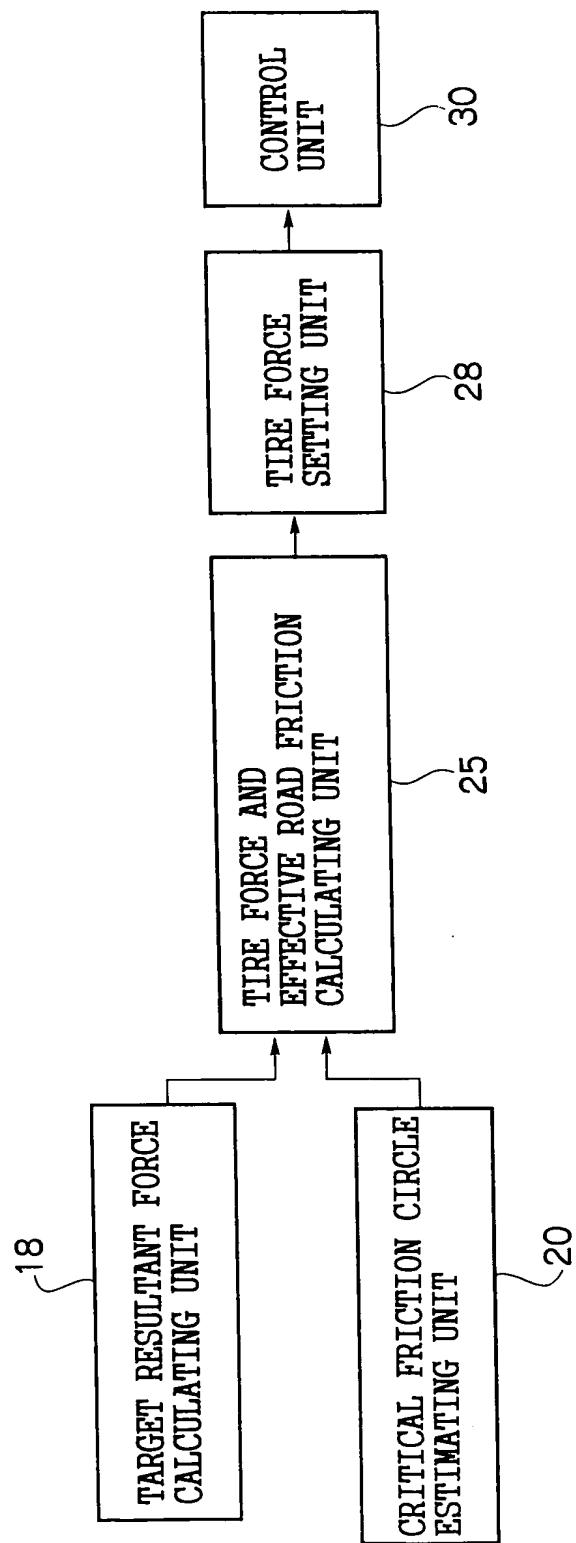


FIG.5

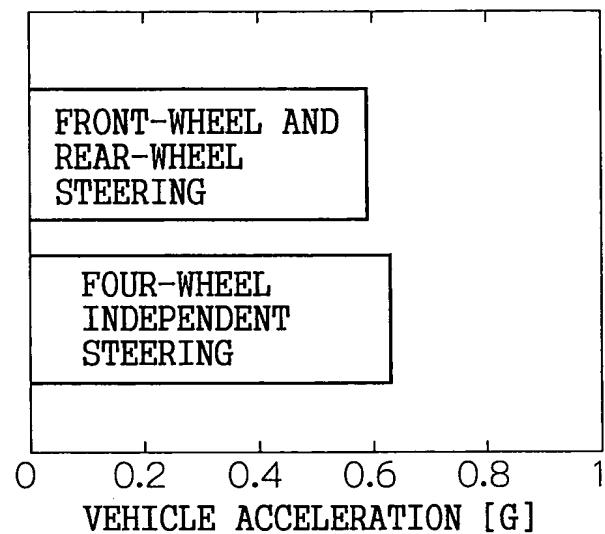


FIG.6A

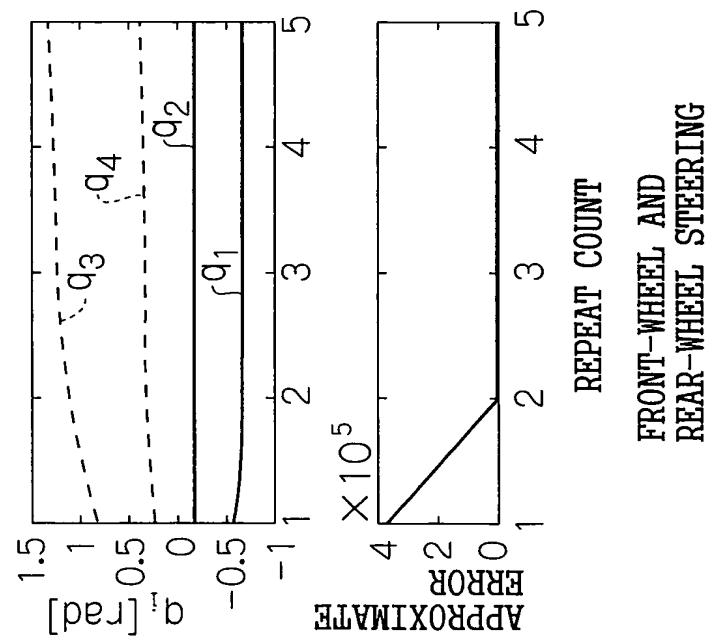


FIG.6B

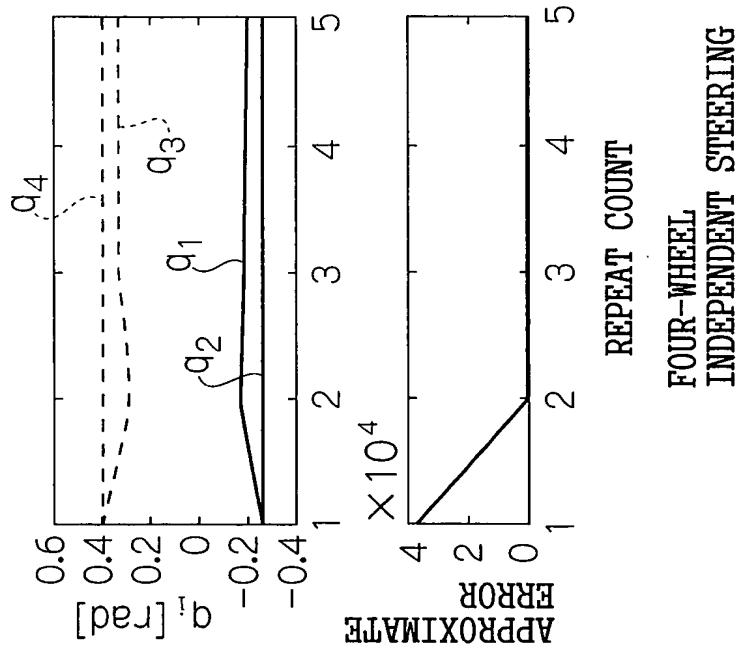
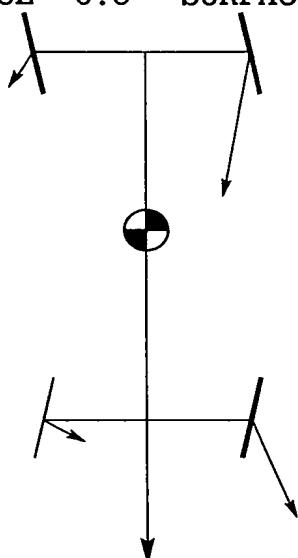


FIG.7A

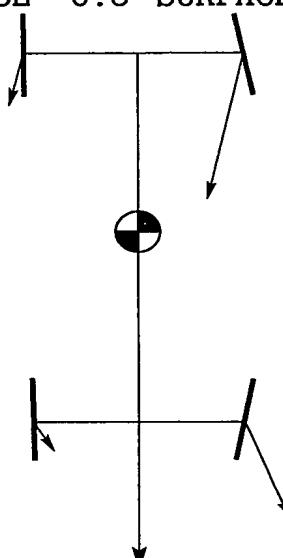
$\mu$  OF ROAD SURFACE = 0.3       $\mu$  OF ROAD SURFACE = 1.0



FRONT-WHEEL AND REAR-WHEEL STEERING

FIG.7B

$\mu$  OF ROAD SURFACE = 0.3       $\mu$  OF ROAD SURFACE = 1.0



FOUR-WHEEL INDEPENDENT STEERING

FIG.8

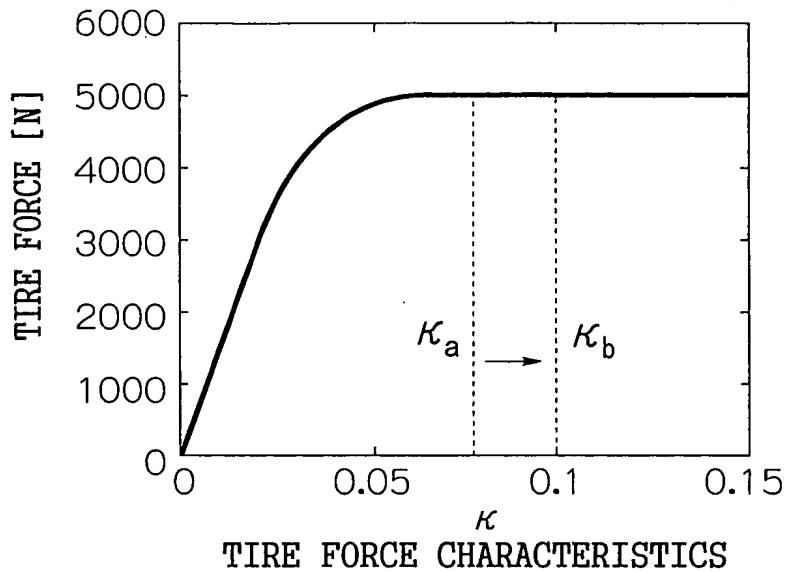


FIG.9

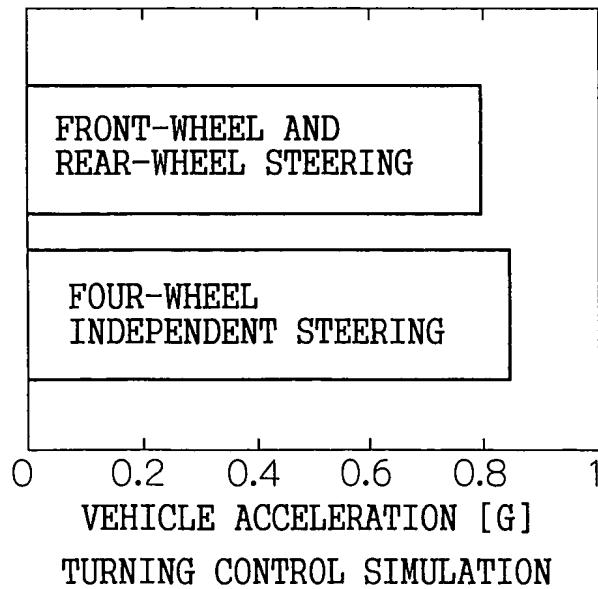


FIG.10A

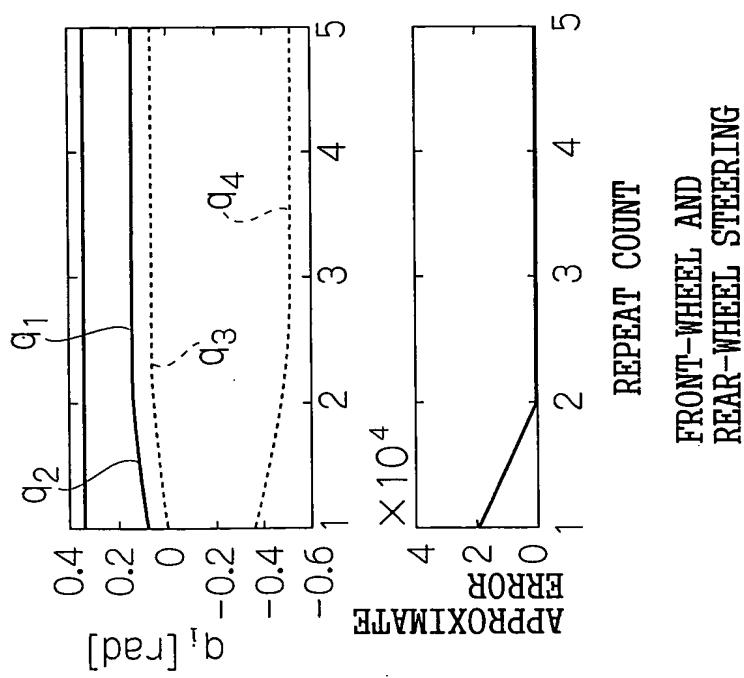
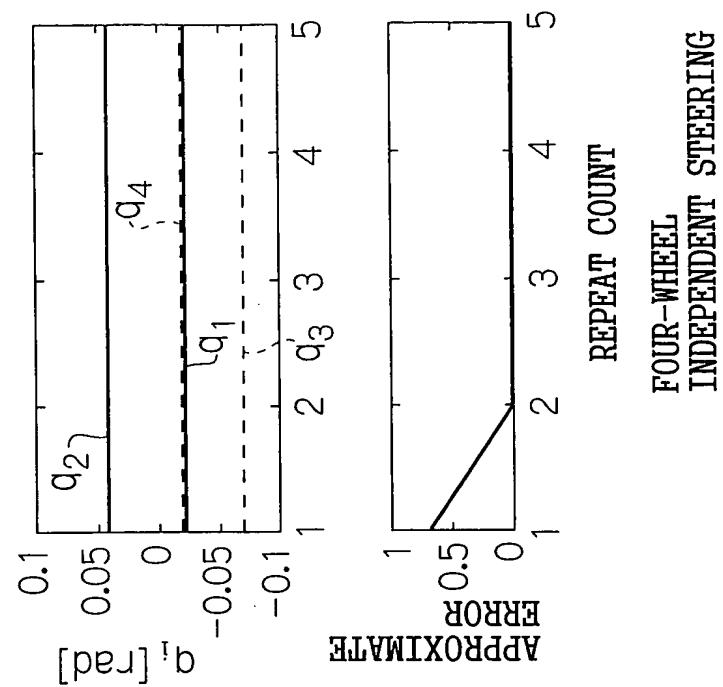
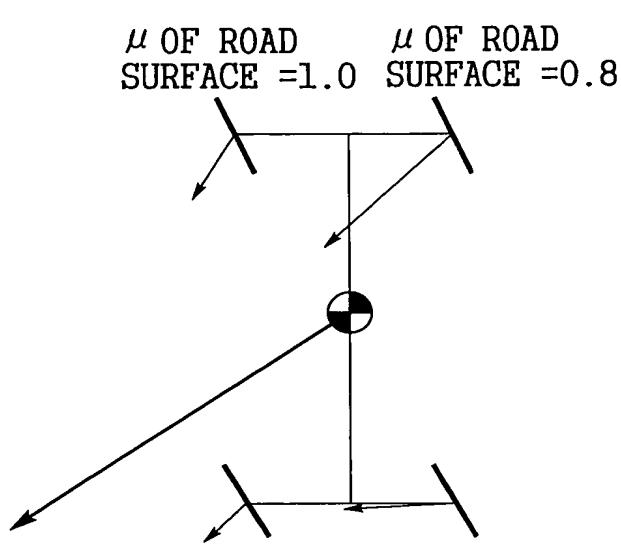


FIG.10B

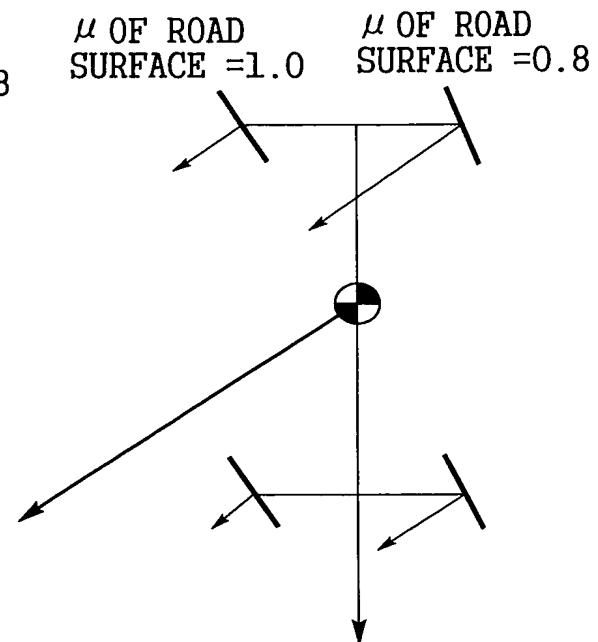


FOUR-WHEEL  
INDEPENDENT STEERING

FIG.11A



FRONT-WHEEL AND REAR-WHEEL STEERING



FOUR-WHEEL INDEPENDENT STEERING

FIG.12

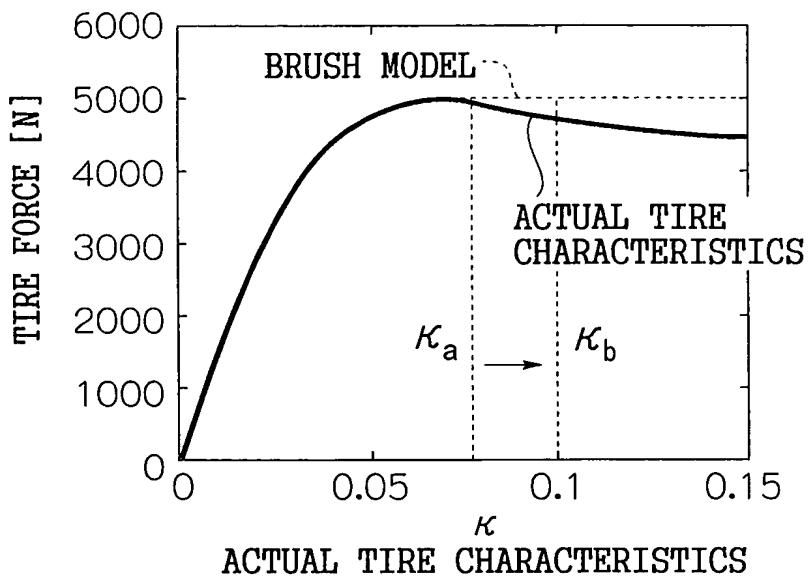


FIG.13

$\mu$  OF ROAD SURFACE = 0.85

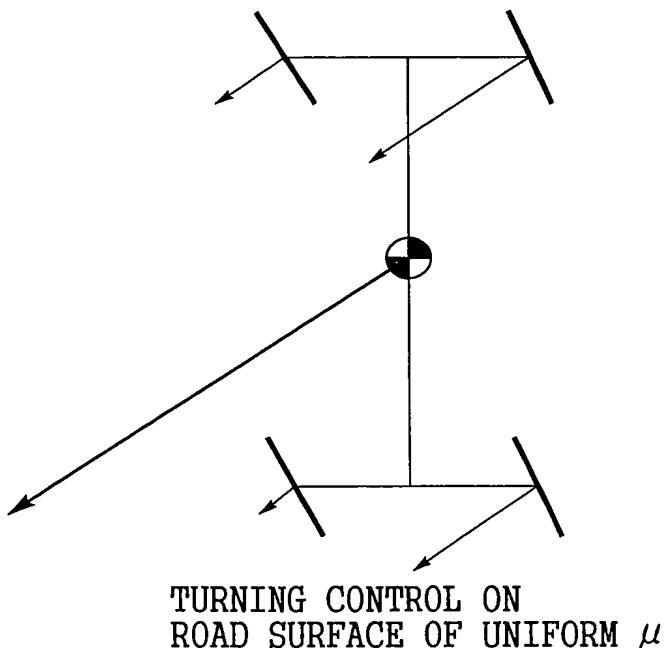


FIG.14

